



# PACFACTS

Pacific Division, Naval Facilities Engineering Command/Third Naval Construction Brigade, Pearl Harbor, HI

Vol. 41, No.4

July 1999

*Dedicated to Medal Of Honor winner*

## Submarine berthing pier dedicated

By JO1 David Nagle, Navy Region Hawaii Public Affairs Office



### A NEW GENERATION OF SUBMARINES -

*Dedication of the new concrete pier included a Navy color guard. Construction on the 464-foot long by 84-foot wide wharf began in April 1997. The new Pearl Harbor Subbase wharf will support on-deck operations using 100-ton cranes. The new pier was dedicated to the first enlisted submariner to earn the Medal of Honor. (Photo by PH2 Chad McNeeley)*

The Navy dedicated a new concrete berthing pier at a ribbon-untying ceremony at Naval Station Pearl Harbor on June 18. Sierra Pier 8 and 9 is dedicated to the late Medal of Honor recipient, Torpedoman 2nd Class Henry Breault, the first enlisted submariner to earn the award.

"America is a maritime nation dependent on the sea for commerce and defense," said Rear Adm. Al Konetzni, Commander, Submarine Forces, U.S. Pacific Fleet and the ceremony's guest speaker. "The U.S. Submarine force has the world's best submarines manned by superior personnel who have been rigorously trained. America must preserve its undersea superiority to maintain and preserve our national interests. The public needs to understand that - and events like this one are ways we can shape the future by honoring the past."

PACDIV's Regional Officer in Charge of Contracts (ROICC), Pearl Harbor, directed the \$24 million project. Healy Tibbits Builders, Aiea, HI, was the contractor and Moffat and Nichols Engineers did the design.

The wharf includes a small boat landing and approach apron. New pier utilities feature electrical power distribution, fire alarm, area lighting, high and low pressure compressed air, potable water, saltwater fire protection and wastewater collection systems. "The project went very well," said PACDIV's Fred Pang, ROICC Pearl Harbor Project Team Leader. "The old piers were obsolete. This new pier will service the next generation of larger, nuclear submarines."

President Calvin Coolidge awarded the Medal of Honor to Breault on April 4, 1924, for valor while serving aboard the U.S. submarine O-5 at the time of its sinking.

On October 28, 1923, the O-5 led a column of submarines toward the entrance of the Panama Canal, when she collided with the steamship SS Abangarez. Breault saw that his boat was rapidly sinking and instead of jumping overboard to save his own life, he saved Chief Electrician's Mate, Lawrence Brown, who was trapped in the boat. Breault went below and closed the torpedo room hatch just as the submarine went under. The two men remained trapped in the submarine until rescued by a salvage party 31 hours later.

### Inside

- |                          |                        |
|--------------------------|------------------------|
| 2 Environmental Services | 8 Historical Flags     |
| 4 PacFactoids            | 9 Home Builders        |
| 6 Combat Town            | 10 Farewell, Shipmates |
| 7 Seabees Down Under     | 12 Seabee History      |

*Through team-oriented relationships*

# Protecting the world's environment

By Dean Leonardo and Leighton Wong



**GIGANTIC TASK** - One of the 125 underground storage tanks (USTs), some as large as two-million gallons, being removed from the Naval Air Facility on Midway Island. PACDIV can assist clients in closing, leak testing, upgrading and replacing USTs, and investigate and cleanup contamination from leaking tanks.

## PACFACTS

**Rear Adm. Peter W. Marshall**  
**CEC, USN**

Commander, Pacific Division  
Naval Facilities Engineering Command/  
Commander, Third Naval Construction  
Brigade

**Capt. William F. Boudra**  
**CEC, USN**

Vice Commander, Pacific Division

**Capt. Joseph Mehula, CEC, USN**  
Deputy Commander, Third NCB/  
Commander, 30th Naval Construction  
Regiment

PAC-FACTS Editorial Staff  
**Don Rochon**, Public Affairs Officer  
**Richard Michael Saltzman**, Editor  
**JO2 Michelle Tuggle**, Staff Writer

This funded newspaper is an authorized publication for civilians and members of the military services. Contents of PAC-FACTS are not necessarily the official views of, or endorsed by, the U.S. Government, the Department of Defense, or the Pacific Division, Naval Facilities Engineering Command. The editorial content is edited, prepared and provided by the Public Affairs Office of the Pacific Division, Naval Facilities Engineering Command, Pearl Harbor, Hawaii 96860-3134. Telephone: (808) 471-0774, fax (808) 474-4544.

**S**ixty-nine hard working, dedicated PACDIV professionals represent the Environmental Services (ENV) Business Line at PACDIV. The Business Line, comprised of a Compliance and a Restoration Division, provides a broad array of products and services for Department of Defense installations throughout the world.

The Environmental Compliance Division ensures that activities comply with all federal, state, local and foreign environmental regulations by conducting on-site evaluations and identifying and applying cost-effective solutions to meet environmental requirements.

This Division prepares permit applications and renewals, permit negotiations, performs monitoring, and provides technical assistance visits in drinking water, sewage, storm water, air, hazardous waste, solid waste, asbestos, oily waste, pesticide and underground storage tank (UST)

programs.

The Restoration Division investigates and cleans up contamination from releases of chemicals and petroleum products such as polychlorinated biphenyls, aviation and bunker C fuel, pesticides, dioxins and lead. Contamination is either removed, treated or stabilized in place to insure protection of human health and the environment.

This experienced ENV team saves clients' a considerable amount of money by properly investigating sites and implementing appropriate innovative remediation technologies and approaches.

Besides technical expertise, team-oriented relationships with regulators are an important tool to ensure compliance, and to protect human health and the environment. The Business Line works closely and partners with Region IX of the U.S. Environmental Protection Agency, State of Hawaii Department of Health and the Guam Environmental Protection



Agency.

Personnel from these regulatory agencies and PACDIV have formed and operated in teams to identify and implement fast, efficient and cost-effective solutions to compliance and restoration problems in Hawaii, Guam and Midway Island. These teams have also have proven invaluable to successfully address community and media concerns.

Work is mainly concentrated in Hawaii and Guam at Navy and Marine Corps activities.

"Through the hard work and dedication of our PACDIV team, Navy and Marine Corps personnel in the Pacific are working in a safer environment. And installations are complying with the many complex environmental laws and regulations," said Mel Waki, Head, Environmental Services.

Compliance work is also performed in overseas areas under the PACDIV area of responsibility (AOR) in Japan, Singapore and Diego Garcia island in the Indian Ocean. However, because of specialized expertise, ENV

has been asked and will perform work, on a case by case basis, outside the PACDIV AOR for other government agencies.

For example, ENV was asked and is performing a compliance assessment of all facilities for the Defense

---

“THROUGH THE HARD WORK AND DEDICATION OF OUR TEAM, NAVY AND MARINE CORPS PERSONNEL IN THE PACIFIC ARE WORKING IN A CLEANER AND SAFER ENVIRONMENT.”

---

Reutilization and Marketing Service-International in Europe, Asia, Africa, North America, South America and Australia, and removing underground storage tanks for the Air Force on Wake Island in the central Pacific.

“Unexploded Ordnance (UXO)

investigation and cleanup is a newly-created product and service which will be managed by our Business Line, and provided through our sister EFDs (Engineering Field Divisions) and EFAs (Engineering Field Activities) on a worldwide basis,” explained Waki.

ENV is already heavily involved with the positive identification and clearance of UXO at the Mare Island Naval Shipyard, in coordination with EFA West. Work proceeds under PACDIV for the removal of mines and torpedoes from a former target area at Naval Station, Washington,” explained Waki.

As ENV moves into the next millennium, protection of the environment will become a greater and more important part of facilities planning, construction and maintenance.

The Environmental Services Business Line is poised to meet these new challenges with timely, innovative and cost-effective solutions to serve the Fleet and to make our world a safer, better and more enjoyable place to live.



#### A WIDE SPECTRUM OF ENVIRONMENTAL EXPERTS

*Environmental Engineer, Aaron Poentis, activates sampling equipment to monitor sewage flows. PACDIV employs professionals knowledgeable in all phases of environmental project management execution. PACDIV helps with inventories, management plans, project scoping, cost estimating, and project execution on a variety of environmental programs. Areas of expertise include asbestos, air emission, hazardous waste, heavy metals, lead-based paint, pollution protection, potable water, pesticides, radon, solid waste, spill prevention/contingency, stormwater and wastewater (domestic and industrial). PACDIV's environmental audits identify potential situations of environmental compliance before they cause human health or environmental harm or before a client is cited by a regulator.*

## PacFactoids



**SLIM PICKIN'S** - The May 20 PACDIV/THIRD NCB Welfare and Recreation Assoc. bake, crafts and plant sale began at 8:30 a.m. This was the scene at 8:35. Most of the goodies were gone! Cookies, cakes and other delectable treats filled the table at 8 when donations arrived. Arrive early for a better selection.

### WELFARE & RECREATION ASSOCIATION MINUTES ON THE WEB

Read a condensed version of the PACDIV/THIRD NCB Welfare and Recreation Association minutes on the PACDIV **Intranet**. Click on Newsletters/MWR, then MWR Minutes and click on Encl. (1) Minutes. See the complete document on Official Bulletin Boards or ask any W&RA committee member for a copy. The committee thanks everyone for their continued support at all fund-raisers, purchases at building 258 vending machines and at Nicky's Lunch Wagon.

### EASY COMPUTER VIRUS CHECK

Please protect your computer and valuable files from all the viruses cruising down the information highway. It's simple to apply a "vaccination." Just go to your Internet Explorer and click on PACDIV LAN Notes. Then click on **VIRUS**, click on your appropriate location and double click on the virus scanner icon. Make this a monthly habit.

### JOB VACANCIES ON THE WEB

Now you can find employment using new websites. HRSC PR confirmed that all vacancy announcements will be on the following links: [www.dasnhroc.navy.mil/](http://www.dasnhroc.navy.mil/) (Navy merit staffing positions in the Pacific); [www.usajobs.opm.gov/index.htm](http://www.usajobs.opm.gov/index.htm) (Office of Personnel Management for "outside" hires); [www.cpol.army.mil/](http://www.cpol.army.mil/) (the core Army civilian personnel site); and [www.afpc.randolph.af.mil/palacecompass/eis/home.htm](http://www.afpc.randolph.af.mil/palacecompass/eis/home.htm) (the Air Force civilian personnel site).

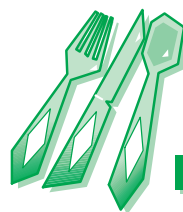
### ESPRESSO ANYONE?

Pearl Harbor Sailors enjoy speedy access to the internet and great java at the Cybernet Cafe. The bistro has six computers, CD-ROM computer games and an espresso machine with gourmet coffee. Surf the net or E-mail loved ones. E-mail [publicity@mwrph.navy.mil](mailto:publicity@mwrph.navy.mil) for more information.



### FOOD FOR THOUGHT

We hold these Truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty, and the Pursuit of Happiness.



Thomas Jefferson -  
*Declaration of Independence, July 4, 1776*



### 1999 FULL MOON NICKNAMES

Earthlings experienced two full moons in January. One of them was a rare occurrence, a *blue* moon. Here's a list of the remaining 1999 full moons and their lunar labels: the planting or milk moon on May 30; on June 28 our orbiting neighbor will be the aromatic rose, flower or strawberry moon; listen for the thunder moon on July 28; taste the green corn or grain moon on August 26; reap the harvest or fruit moon on September 25; aim for the hunters moon on October 24; catch the frosty or beaver moon on November 23; and wrap Christmas gifts by the light of the *moon before Yule* on December 22.

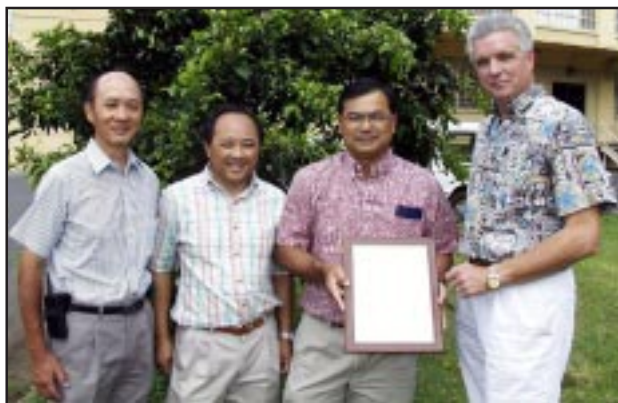
### THE CRITICAL DAYS OF SUMMER

This is the season for increased outdoor recreational activities and catching up on old projects. However, ignoring **safety awareness** during your summer activities could lead to mishaps and injuries. The three months between Memorial Day and Labor Day are often called the "Critical Days of Summer" because of clogged roads/ beaches and heat/sun-related injuries. "You're a lost asset to the command and your productivity goes down when you have an accident," said Larry Groom, PACDIV CAP05K Construction Safety Specialist. Enjoy your summer to its fullest and wherever you go, think SAFETY AWARENESS.

### HOW TO REDUCE CHOLESTEROL

- \* Eat lean cuts of meat and remove visible fat.
- \* Remove skin from chicken before cooking.





**INCREASING PACDIV'S PRODUCTIVITY-** *"One of our accomplishments in the Kaho'olawe Project is to attain a true partnership," said Jim Putnam, project director, as he presented a letter of appreciation to Control Point Surveying of Honolulu. The firm's field crew voluntarily developed and conducted Global Position System (GPS) training for project staff and others from PACDIV. GPS is the state-of-the-art satellite system for navigation. PACDIV uses GPS to determine grids on the map of Kaho'olawe to within one meter. (L to R) Edward Yeh, Control Point, Kenneth Lai, Project Structural Engineer, Alden Kajioka, President, Control Point Surveying, and Jim Putnam.*

**Drive carefully wherever you go and don't forget to snap on your seatbelt. It's designed to save your life.**



**STAND-DOWN** – *PACDIV held an Acquisition Community Reform Day on June 7 at the Hickam theater. The one-day stand down was part of Acquisition Reform Week. "We're taking a day to discuss applying our ongoing acquisition reform initiatives and decide how to apply these initiatives," said Capt. William F. Boudra, PACDIV Vice-Commander. "Acquisition reform continues to be a critical element of DoD's revolution in business affairs." The stand-down was also a rewarding opportunity to meet fellow PACDIV employees working at various locations throughout Oahu.*



**'A SUPER DESIGN AND CONSTRUCTION TEAM'** - *A traditional Hawaiian blessing preceded this ground-breaking at Marine Corps Base Hawaii (MCBH) on June 10. "The original project was planned for officers and enlisted relocating from Barbers Point Naval Air Station but was cancelled in a BRAC funding review. The project was resurrected as a Navy-sponsored military construction project for enlisted personnel. The design/build endeavor by a super design and construction team (Fletcher Pacific) will take about a year and will help alleviate the housing shortage," said Glenn Higuchi, MCBH Deputy ROICC. (L to R) R. Rippel, Director; Unaccompanied Personnel, MCBH Housing Division Facilities Dept., Major L. Stebbins, USMC, Director of Facilities, MCBH, G. Higuchi, D. Watts, Pres., Fletcher Pacific, D. Arana, W. Ideue and K. Osborne of Fletcher Pacific, and R. Shido, BRAC Construction Team Leader, MCBH. Kahu D. Ka'upu's Hawaiian language blessing "brought the land to life."*

# NMCB-FIVE hits the town

By PH2 (SCW) Lou Messing

CENTRAL TRAINING AREA, Okinawa — Through a maze of concrete, a hail of gunfire, and explosions ringing out, the buildings were cleared in under an hour. The town was vacant of all possible enemies, and the rest of the battalion rolled in to set up what would be home for a few days.

Tucked into the abandoned husks of concrete buildings, Naval Mobile Construction Battalion (NMCB FIVE), moved in to occupy Combat Town, a full scale mock-up of a small town located in the Central Training Area of Okinawa. This would redefine “field exercise” (FEX) for the Seabee “Professionals” of NMCB FIVE.

On a regular basis, they mount up and deploy into field environments to hone combat skills. From the moment they don their gear and load up on convoys of trucks, the Seabees are launched into a fully tactical environment. Any and all activity is done as if the 'Bees had landed in a combat environment. The Marine “aggressors” provided realistic training. Shooting blanks at battalion members infiltrat-

ing the town and even simulating chemical agent attacks, the situation just couldn't get any more real.

What makes this exercise stand out is the location. Set in an urban scenario, the “Professionals” were faced with new tactics, shorter time frames and closer quarters with the enemy. Even for some of the more seasoned veterans of the field exercise, this particular event was different.

“It was a new experience, and it was good training to have in case we find ourselves in a similar (urban) situation,” said BU1 Dan Rutledge, who helped man the Charlie Company command post during the exercise.

Past field exercises for NMCB FIVE involved deploying to the middle of nowhere, either in a desert or near-desert conditions. Master Sgt. Albert Silva, the battalion's marine military advisor, noted the changes. “It's a shorter field operation. The enemy is moving in a lot quicker. People have to quickly get set up a lot faster than they have time for, and they usually take that for granted,” observed Silva.

The reasoning behind the change can be seen anywhere in the news today. With conflicts moving out of the country and into the more populated areas, so does the training. Silva added, “The urban conflicts are increasing. Combat Town is the ideal place to train. With conflicts like Kosovo and Somalia, the next war could possibly be in such a place. It's the new battle order.”

For many members of NMCB FIVE, the exercise was a completely new experience. One such ‘newbee,’ Mess Specialist Third Class Monica Denman, eagerly noted, “It's totally different from the field I'm used to working in. It was a lot of work, a lot of running around, a lot of no sleeping, and most of all, it was a lot of fun.”

New people, new techniques and new ground. Every FEX should be a learning experience, but the nature of NMCB FIVE's FEX in Combat Town showed the changing face of warfare in the modern age. Preparing for what may come, the Seabees of NMCB FIVE are one step closer to being there.



**JUST PRACTICING!** A cloud of artificial chemical agent drifts toward EO3 Sean Riggins as he jumps into his MOPP (mission-oriented protection posture) suit as part of NMCB FIVE's urban field exercise in Okinawa. (Photo by PH2 (SCW) Lou Messing)



# Seabees repair Cyclone Vance's wrath

By BUC(SCW/DV) Thom Neiswender, UCT-2

Cyclone Vance struck Western Australia on March 22, 1999 with the fiercest winds ever clocked on the continent: 180 M.P.H. Hardest hit was the tiny, rural village of Exmouth. Vance took no lives but destroyed 112 homes and the two-thousand residents had no water or power for a week. The storm ravaged the mainly barren and mostly uninhabited "outback." Exmouth was established in 1967 to support the Harold E. Holt Naval Communications Station which was also damaged.

The category five winds destroyed a 1,000-foot pier. Fuel would have been unloaded at Exmouth but two days before the storm, delivery ships were diverted to safer harbors. The diesel operates generators that power a one million watt transmitter/receiver and antenna field used by the U.S. and Australia to contact their submarines in the Southern Hemisphere. The generators burn 24 liters of fuel every minute and only a 60-day supply remained so repairs had to be made quickly to avoid a loss of communication. "The only alternative would have been to truck fuel 600 miles over treacherous terrain," said CUCM (SCW/MDV) William Deen.

Underwater Construction Team Two (UCT-2) from Port Hueneme, California, was tasked with making immediate repairs. Within a week of the cyclone, CW02 Johnson, the UCT-2 Operations Officer, made a pre-deployment visit. Warrant Officer Johnson looked over the damage and devised a plan that would restore the pier, allowing a fuel tanker to off-load alongside.

UCT-2 Air Detachment Alfa (AD/A) was tasked with the project. This nine-person Underwater Construction detachment assembled the equipment and booked flights to get gear and personnel to the site. Twelve people from Naval Mobile Construction Battalion FIVE (NMCB FIVE) joined to support the critical disaster relief project. The NMCB FIVE team included five steelworkers, five builders, one construction electrician and one cook.

The first team and gear arrived on April 21. Joint efforts between the Royal Australian Navy (RAN) Consolidated Dive Team (CDT) FOUR from Perth, Australia, and UCT divers, removed debris from under and around the pier. An underwater inspection was conducted to determine the amount of structural damage.

The Seabees also coordinated with RAN to obtain materials. Two Perth timber mills, over 800 miles away, provided 96,000 board feet of dense Australian "jarrah" wood decking for the pier. On May 3, the rest of the equipment and personnel arrived and work began on the top of the pier. "The cyclone damaged 75 per cent of the pier's timbers and scattered the splintered hard wood up to 15 miles away on a nearby island," said Deen.

Project supervisor, BU1(DV) Doyle, focused his initial efforts on fixing the wooden decking. This was accomplished in three phases: 1) the 980-foot by 12-foot approach area, 2)



**PIER REPAIRS** - Seabees renovate a jetty so fuel tankers can supply needed diesel. The fuel powers an antenna field used to talk with submarines on Southern Hemisphere missions. A sturdy Australian wood is cut into "rafts" that will cover the cyclone-damaged pier.

the 80-foot by 39-foot transition area, and 3) the 160-foot by 56-foot pier head.

As the builders worked on the decking, the steelworkers cut away damaged steel and welded on new steel. This included fallen light poles, damaged handrails, curbing, and the fuel platform.

Catwalks that spanned from the pier head to the breasting dolphins were ripped from their connections and thrown into the ocean. Unable to construct new catwalks, the Seabees built and welded ladders to provide safe access.

The crews labored side-by-side 72-hours a week moving 750-pound timbers under a steaming sun. The task took only one RAN, 12 NMCB FIVE and 9 UCT-2 personnel to return the pier to operational condition. Hard work cultivated friendships among the Americans and Australians and that's something no cyclone can ever destroy.



### U.S. NAVY FLAG FLOWN DURING THE AMERICAN REVOLUTION -

Determination furrowed a patriot's brow as he dipped a feather pen in ink and inscribed ageless testimony on parchment. It was the beginning of summer and the future president unveiled the bold document before the Second Continental Congress.

The date was July 4, 1776 and Thomas Jefferson's Declaration of Independence published and declared "That these United States are, and of Right ought to be, FREE AND INDEPENDENT STATES." The signatures of 56 founding fathers supported the Declaration. "With a firm reliance on the Protection of Divine Providence, we mutually pledge to each other our Lives, our Fortunes, and our sacred Honor." John Hancock wrote his name in letters large enough so that "King George could read it without his glasses."

The two lithographs are pages from a 1903 calendar.



No one was interested in an official U.S. flag, let alone the Stars and Stripes, before the War For Independence.

Six, seven, and eight-pointed stars were nearly as common as five-pointed stars before the end of the 18th century. The number of points on the stars was never specified by Congress.

Francis Hopkinson was the only person to actually claim the credit for designing the U.S. flag. He billed the lawmakers for "a quarter cask of the public wine" for his efforts.



## Volunteers place concrete foundations

# Seabees team with Habitat for Humanity

By JO1 Michael B. Murdock

When building a house you start at the bottom with a strong foundation. No other work can begin until it's in place. In early May, more than 15 members of Naval Mobile Construction Battalion (NMCB) FOUR made sure that two homes being built for a worthy cause would get off to a good start. The volunteers traveled to a Habitat for Humanity construction site in Piru, Calif., where they placed and finished concrete foundations for the houses.

Habitat for Humanity is a volunteer organization that offers families currently living in substandard housing the chance to own a new home. Habitat seeks donations of land, cash, labor and materials needed for construction, as well as qualified families to help build and eventually move into them.

During 1998, the U.S. House of Representatives resolved unanimously that its members build a Habitat house in every U.S. congressional district with local volunteers and homeowners.

Before they buy a home from Habitat for Humanity, families must meet specific criteria. First, they must currently live in substandard housing. Second, they must be willing to partner with Habitat by contributing 500 hours of "sweat equity" to their home's construction. Finally, the family must be able to pay the no-interest loan made to them by Habitat

for Humanity. By doing this, families that might not otherwise have the chance, have the opportunity to own their own home.

"I've heard of the program but I wasn't sure exactly how it worked," said Lt.j.g. Anant R. Patel, an NMCB FOUR volunteer. "After speaking with some of the board members it seems like a great program for families to get out of underdeveloped areas and into nicer homes. These families come from areas where they either don't

you learn easily, so we don't have [many] volunteers who feel comfortable doing that."

Placing two foundations in one day was more labor than their regular volunteers could handle. "They'll do a garage floor or a driveway or something like that," said Sandy, "but this is a big effort, and a small group of people would rather not take on that large a project. So Seabee involvement today made it happen."

Some may wince at the thought of

spending a Saturday ankle deep in wet concrete but NMCB FOUR enjoyed the chance to help others. "I've always wanted to be a part of [Habitat for Humanity] and this was my first opportunity," said BU2 Daniel R. Dehler, an NMCB FOUR volunteer.

"It's been fun," said BUCN Andrea Harvey, another volunteer. "I



**A STRONG FOUNDATION** - Members of NMCB FOUR screed concrete while volunteering for Habitat for Humanity. Habitat builds homes in every U.S. state and 63 other countries.

have electricity or are overpopulated. No one should have to live in those conditions."

Habitat for Humanity was thrilled having NMCB FOUR volunteers assist with the placement of the foundations for the homes.

"We couldn't have done this without the Seabees," said Eldon Sandy, Construction Coordinator for Habitat for Humanity of Ventura County. "We try not to pay for labor, but there are a few things that we must pay for, concrete finishing is one. It's not a skill

wanted more experience in my rate and I thought it would be good to get out in the community."

As the 'Bees were busy putting their skills to use, the future home owners also helped, putting in their "sweat equity" by assisting wherever they could. One homeowner, Armando Rodriguez, took almost a year since he first found out about Habitat for Humanity to reach this point and he truly appreciated the work the Seabees did. "They did very good," said Rodriguez, "and I'll remember this forever!"

## Officers reassigned to mainland

# Aloha Oe: Farewell, Shipmates



**'HE MET THE CHALLENGES'** - Capt. Douglas Elznic joined PACDIV in May 1996. "His tour at Marine Corps Base Hawaii was unique because you rarely see a Navy captain assigned as a ROICC (Resident Officer in Charge of Construction). Capt. Elznic was chosen to manage the significant challenges and politically sensitive issues that faced PACDIV and ROICC in doing our BRAC (Base Realignment and Closure) projects. He more than met the challenges," remarked Glenn Higuchi, Deputy ROICC, at Capt. Elznic's farewell luncheon. "Capt. Elznic's leadership lifted our PACDIV service level to a high standard," said PACDIV/THIRD NCB commander, Rear Adm. Peter W. Marshall.



**PACDIV MEMENTO** - Rear Adm. Peter W. Marshall, PACDIV/THIRD NCB Commander presents a command plaque to Capt. John Ball, Head, Area Coordination Group. Capt. Ball's next assignment is at Naval Air Systems Command at Patuxent River, MD. PACDIV friends and co-workers lauded Capt. Ball at a farewell luncheon on May 26. "I publicly commend John for his candid counsel as we've gone through lots of changes. He's done what he's always thought was right and he's a consummate team player," said Rear Adm. Marshall.



**LEIS AND SMILES** - "This was one of the best jobs I ever had. The mission was great and one of the reasons is the people. Their aloha spirit will remain long after I leave and I hope to return someday," said Cmdr. Russ Thackston, (above right receiving a PACDIV plaque from Capt. William F. Boudra, PACDIV Vice Commander). "I feel privileged to have shared my few short years in Hawaii with them." Thackston's next assignment is Public Works Officer for Point Mugu and Port Hueneme, north of Los Angeles, California.



**LUNCHEON AFTERGLOW** - (L to R) Lt. Cmdr. Richard Crompton and Capt. Gregory Buchanan at their farewell luncheon on June 1. Lt. Cmdr. Crompton (Contingency Engineering) was reassigned to Cherry Point, N. Carolina as Public Works Officer. Capt. Buchanan (OPS) is the new Commanding Officer of the Engineering Field Activity West in San Bruno, California. "Capt. Buchanan did a great job in 09A and we're all standing proud because of his efforts. We're positioned at PACDIV as well, if not better, than every other field division and NAVFAC command to move ahead into the future," said Rear Adm. Peter W. Marshall, PACDIV/THIRD NCB Commander. "Lt. Cmdr. Crompton, you've been one of the action guys in the remote regions of the Pacific. Admiral Dennis Blair (USCINCPAC), is aware of how well PACDIV and the Seabees do and I want to thank you for the positive job you've done," added Adm. Marshall.





**FOUR AT A TIME** - Rear Adm. Peter W. Marshall, PACDIV/THIRD NCB Commander honored a quartet of sailors on June 4. (L to R) EO2 George Klawetter, Lt. Cmdr. John D'Angelo, Rear Adm. Marshall, Lt. Cmdr. Rich Crompton and Lt. Dean Tufts. D'Angelo, Crompton and Tufts received gold stars in lieu of their third Navy and Marine Corps Commendation Medals. D'Angelo's award recognized his service as Pacific Command Plans Officer and Future Operations and Plans Division Head; Crompton was honored as Deputy Acquisition Department Head and Contingency Engineering Officer; Tufts was acknowledged as Flag Lieutenant and Aide for Rear Adm. Marshall; and Klawetter was praised as the Third Naval Construction Brigade's Sailor of the Quarter for the First Quarter of 1999. He is the Admiral's driver and quarterdeck supervisor.



**IMPROVING PROCEDURES** - Eric Takai, Deputy Operations Officer, welcomes participants on June 16 to Engineering Field Activity (EFA) Northwest's Quality Management Brief to PACDIV. "We will learn about a quality management system that helps improve processes and procedures. Our vision is to provide common business practices throughout the NAVFAC corporation and this system can help us attain that goal," said Takai. The briefings were held at PACDIV/THIRD NCB headquarters.



**'TO DEVELOP TRUST'** - Capt. William F. Boudra, PACDIV Vice Commander, presented two PACDIV letters of commendation at the Kaho'olawe UXO Clearance Project annual partnering session. The 3-day meeting was held at the Naval Reserve Center June 15-17. (L to R) Capt. Boudra, Rick Rife, Parsons-UXB Senior Project Manager and Jack Magrosky, DYNCORP, Base Camp Manager. Rife's letter spotlighted his superb commitment to the Parsons-UXB team. Magrosky's efforts saved money and exceeded contract requirements and specifications. The sessions developed trust among the individuals and organizations for a successful cleanup of the island and its return to the people of Hawaii. "Understand your partners' issues and build relationships," advised Capt. Boudra.

*Navy's first four-star Admiral was a Seabee*

# David Farragut sailed as teen-age midshipman

**Edited By Rick Saltzman**

*With special thanks to  
Vincent A. Transano,  
NAVFAC historian*

In PART I, American Sailors first deployed in large numbers for major shore construction during the War of 1812. They were the first Yankee Seabees.

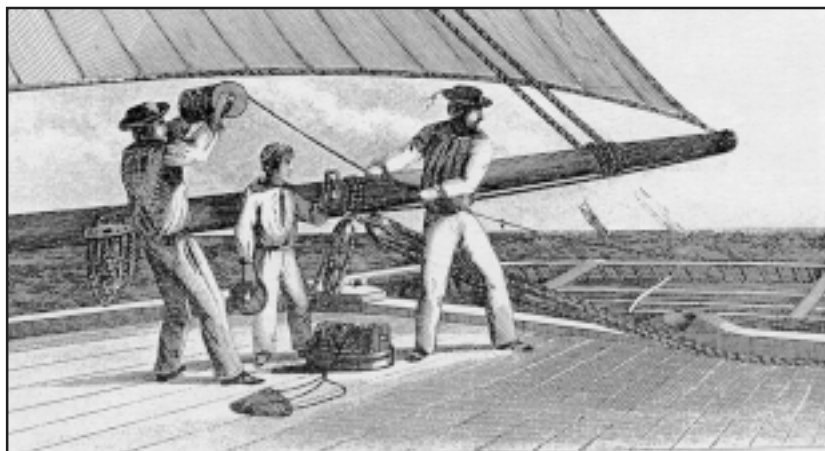
## PART II

Seabees built our young nation's first overseas base in the Marquesas with the help of friendly islanders. Unfortunately, hostile Typee natives attacked while construction was underway. The Seabees and Marines dropped their tools, grabbed flintlocks and defended their Nuku Hiva island fort. Capt. Porter's foster son, 12-year-old David Farragut, was an Essex midshipman but Porter hustled him back to the U.S.S. Essex for safekeeping.

During lulls in the battle, and while construction was underway, the teenager rowed ashore and participated in the operations. However, at the first signs of trouble, back to the Essex or the Sir Anthony Hammond he went. Even after Farragut became the Navy's first four-star Admiral 53 years later, he still bemoaned his ill luck in not being able to fight alongside his friends.

Upon its completion, the Navy's first overseas installation was dubbed "Madison's Ville" after James Madison, our fourth president (1809-1817), and Nuku Hiva island was named "Madison's Island." Porter even named the surrounding waters "Massachusetts Bay" and went so far as to claim the largest Marquesas island as a U.S. territory. That completely ignored centuries-old Spanish and British claims.

Even before the fortification was done, the Essex and Essex Junior were hauled up the improvised ramps to the top of the beach. Refitting and repair operations started at the end of October 1813 and ended before Christmas.



**LIFE AT SEA** - Pre-teens matured quickly aboard ships. David Farragut was a 12-year-old midshipman during the War of 1812 and later became America's first Admiral. The young Seabee almost saw combat in the Marquesas Islands.

Meanwhile the other ships were refurbished while anchored in the safe harbor. During the entire period, hostile natives frequently attacked the workers, who managed to turn them back.

Before the end of 1813, Captain Porter promptly sailed with the Essex and the Essex Junior and eventually encountered the British squadron. His two ships were bottled up in Valparaiso Harbor, Chile, and attempts to break the blockade led to the capture of the American warships in March, 1814. Porter and his crew thus became prisoners of the British.

In the meantime, Marine Lieutenant John Gamble stayed behind on Nuku Hiva to defend the stronghold and the remaining three prize ships. With only 22 American officers and men and some stubborn English prisoners, Gamble's task was too difficult. Several thousand Typee warriors attacked Fort Madison and Madison's Ville, the English POWs mutinied, and even four Americans deserted for the sake of their Polynesian sweethearts. The gallant Marine officer and his crew were about to be overpowered and they knew it. So all hands rowed to the most seaworthy prize, the Sir Anthony Hammond.

Gamble repelled a final native attack with more casualties and the ship got underway in May 1814 with no accurate charts and a seven-man crew almost too weak to sail. The Navy abandoned its first advanced base through necessity and certainly not because of the "construction force's" lack of valor.

After a voyage of nearly 2,500 miles, Gamble and his surviving crew of three seamen and three marines landed in the Sandwich (Hawaiian) Islands. Their tribulations didn't end because Her Majesty's Ship Cherub was in the harbor and its crew captured the Americans. Ironically, the Cherub earlier seized the Essex, Captain Porter and his crew at Valparaiso.

Although they may seem remote from today's Seabees, the Navy operations in the Marquesas really are important because precedents were set. First, a requirement was established for an overseas construction force. Then skilled craftsmen of the fleet were selected in large numbers to man the force. Finally, hostile natives attacked the builders who had to lay down their tools to take up arms to defend what they had built. Essentially, the same functions characterize today's Seabee builder-fighters.